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**PRODUCT: 301340/301360**  
**2007-2018 GM 1500 REAR FLIP KIT**

PARTS LIST	QTY
U-BOLT PLATE	2
AXLE RELOCATOR	2
U-BOLT RETAINER	2
REAR HANGER - DRIVER	1
REAR HANGER - PASSENGER	1
LOW PROFILE BUMPSTOP	2
3/8" NYLOCK NUT	2
7/16-14 x 1 1/4" Bolt	6
7/16-14 Nylock Nut	6
7/16 SAE Washer	12
10mm x 1.5 x 35mm Bolt	2
10mm Washers	4
1/4" x 1 1/2" Self Tapping Bolt	2
8mm x 1.25 x 20mm Bolt	2
8mm x 1.25 Serrated Locknut	2
8mm flat washer	2
1/4" Flat washer	2
3/8" flat washer	2
1/2" Trans Spacer (Gold)	1
1/4" Trans Spacer (Silver)	1

PLEASE DOUBLE CHECK THE PARTS LIST BEFORE BEGINNING INSTALLATION TO ENSURE ALL PARTS ARE PRESENT. IF THERE IS SOMETHING MISSING, PLEASE CONTACT MAX TRAC IMMEDIATELY 714-630-0363.

READ THE INSTRUCTIONS THOROUGHLY AND COMPLETELY BEFORE BEGINNING THE INSTALLATION.

**NOTE:**

**IF YOU HAVE A 2 PIECE DRIVESHAFT THEN YOU WILL NEED TO PURCHASE PART # 611500.**  
**\* IF YOUR TRUCK IS 4WD AND EXPERIENCES DRIVELINE VIBRATION, IT IS RECOMMENDED TO STACKE WASHERS BETWEEN THE T-CASE AND CROSS MEMBER TO SPACE UP THE T-CASE.**

**PRIOR TO INSTALLATION:**

1. Factory service manual is recommended to have on hand.
2. Secure and properly block vehicle prior to beginning installation.
3. Always wear safety glasses when using power tools or working under the vehicle.
4. Modifications to any part will void the warranty associated with that product.

After removing parts from vehicle, save hardware for reinstallation

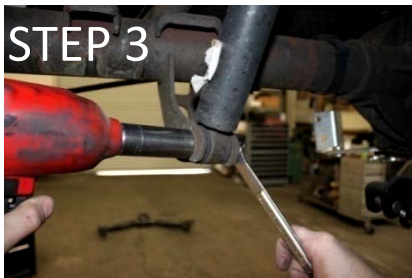
**IT IS RECOMMENDED THAT YOU HAVE YOUR VEHICLE'S ALIGNMENT CHECKED WHENEVER INSTALLING NEW TIRES. IT IS ALSO RECOMMENDED THAT YOU ADJUST YOUR HEADLIGHTS WHENEVER YOUR VEHICLE'S RIDE HEIGHT IS ALTERED.**

## INSTALLATION INSTRUCTIONS - 301360

- 1) Unbolt the 6 bolts which mount the trailer hitch to the frame and remove the hitch.  
**NOTE: THE TRAILER HITCH WILL GET RE-INSTALLED AT THE END.**
- 2) The gas tank will need to be removed in order to access the front leaf spring bolt on the driver's side. **(THIS STEP IS EASIEST IF THE TANK IS NEAR EMPTY)** Start by removing the 3 bolts under the frame which mount the plastic skid plate for the gas tank. Then swing the skid plate down and unhook it from the other side of the gas tank. Next, support the tank with either an adjustable stand or ratchet straps secured across the belly of the tank. Then remove the 2 mounting bolts which hold the gas tank mounting straps to the frame, swing the straps down, and unhook them from the other side of the tank. Next, remove the 3 bolts at the filler neck in the gas door. Then lower the tank 6- 12 inches, guiding the filler neck as you lower it.



- 3) Unbolt both rear shocks at both ends and remove .
- 4) Remove the nut from the mounting bolt at the front of the leaf spring. Do not remove bolt.
- 5) Remove the nut at shackle hanger pivot bolt. Do not remove bolt.



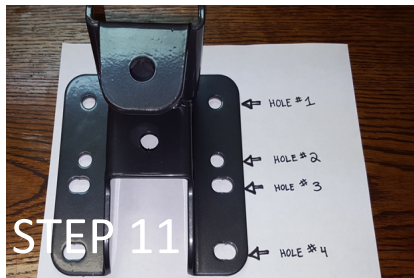
- 6) Support the axle and remove the U-bolts and U-bolt plate, lower the axle slightly, remove both leaf spring mounting bolts, and remove the leaf spring.
- 7) With the leaf spring removed and set aside, you now have easy access to removing the rear spring hanger. Start by using a cutting tool to make one or more cuts in each of the 3 rivet heads which mount the hanger to the frame. **(MAKE SURE THE CUTS GO ALL THE WAY TO THE HANGER SURFACE)** Then with a pneumatic hammer and chisel attachment, remove the rivet heads. After the head is removed, use a pneumatic hammer with a punch attachment to push the rivets through the frame.

## INSTALLATION INSTRUCTIONS - 301360

- 8) Once the 3 rivets are removed, unbolt the remaining mounting bolt and remove the factory hanger.



- 9) Now that the rivets and bolt are removed, you will notice that the hanger is still attached by a support bracket welded to the back side of the hanger. For 2007-2013 models, cut and punch out the rivet attaching this bracket to the frame and remove. For 2014- current models, this bracket will need to be cut off flush with the frame.
- 10) If installing the new hanger in its lowest holes for maximum drop (6" drop), the body seam on the bottom of the bed will need to be bent out of the way.
- 11) Install the new hanger with shackle pre-assembled in the downward position using 3 of the provided 7/16 bolts and re-using the 1 factory bolt. **(THE SHACKLE BOLT CANNOT BE INSTALLED AFTER THE HANGER IS INSTALLED)**. Located on your new hanger is four sets of holes: using the top hole and the 3<sup>rd</sup> hole down from the top will lower the vehicle 5 inches, using the 2<sup>nd</sup> and 4<sup>th</sup> hole will lower the vehicle 6 inches.



- 12) Unbolt the brake line guide and remove the ABS wire guide from the mount on the axle located under the factory spring perch. Once out of the way, cut the bracket off the axle. **(THE NEW AXLE RELOCATOR HAS A MOUNTING BRACKET ON IT)**
- 13) The leaf spring centering pin will need to be removed and re-installed the opposite way it came out. While the pin is out, the small u-bolt plate will need to be removed and discarded. **(THE LEAF SPRING PACK IS HELD TOGETHER BY THIS CENTERING PIN SO CLAMPS WILL NEED TO BE INSTALLED ON THE LEAF PACK TO HOLD IT TOGETHER WHILE THE CENTERING PIN IS REMOVED)**



## INSTALLATION INSTRUCTIONS - 301360

- 14) Install the leaf spring into the front mount, install bolt and nut, but don't tighten. Slightly jack up the rear axle, and with the axle relocater held on the center pin of the leaf spring, swing the leaf spring up under the axle, making sure the axle relocater aligns up under the original spring perch, and install the rear mounting bolt through the shackle. **(MAKE SURE THE 2 HOLED BRACKET ON THE AXLE RELOCATOR IS FACING THE REAR OF THE TRUCK WHEN COMPLETING THIS STEP)** Do not tighten front leaf spring or shackle hardware until the vehicle is on the ground.



- 15) Place the small spring plate on top of the original spring perch with the ears facing up. Now install the original u-bolts facing down and going through the new big spring plate which will be under the leaf pack. Tighten u-bolts and torque to factory specs.
- 16) Re-attach the brake line mount and ABS wire mount to the axle relocater using the provided 8mm bolts.



- 17) The stock bump stop mount will need to be cut off even with the bottom of the frame using a cutting tool or reciprocating saw. Once this is done, clean up all sharp edges with a grinding tool or sanding disk. Then spray paint the exposed frame rail to protect the raw material. You now have the option of re-using your factory bump stop or using the provided low profile bump stop. If you choose to re-use the factory bump stop, you will need to drill a pilot hole in the frame for the self tapping bolt. (drill size 7/32") The hole will need to be centered on the frame and located so that the bump stop will come into contact with the bump pad on the axle. The factory bump stop will need to be cut down 1 or 2 ribs depending on your personal preference. If you choose to use the low profile bump stop, a 5/16" hole will need to be drilled in the frame and then tapped with a 3/8-16 thread tap.

- 18) Also included is two transmission mount spacers to correct drive line angles. \*The gold, 1/2" tall spacer is for 2007-2013 trucks with a 1 piece drive shaft;
- \* The silver, 3/4" tall spacer is for 2014-up trucks with a 1 piece drive shaft. Remove the two mounting bolts that hold the mount to the transmission, jack up the transmission, insert the appropriate spacer, then re-install using the provided 10MM bolts.
- \* **NOTE: IF YOU HAVE A 2 PIECE DRIVESHAFT ON A 2014+ TRUCK, PART # 611500 WILL NEED TO BE PURCHASED.**
- \* **NOTE: IF YOU HAVE A 4WD TRUCK, NEITHER TRANS SPACER WILL BE UTILIZED.**



**NOTE: IF DRIVELINE VIBRATION IS EXPERIENCED, TRY SWITCHING OUT THE TRANS SPACER. IF VIBRATION PERSISTS, TAKE THE TRUCK TO A DRIVELINE SPECIALIST**